

## Lord Mayor SHD

# DMURS Compliance Statement for Redevelopment of Lord Mayor's Public House, Main Street, Swords, Co. Dublin.

## Introduction

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, in 2013, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

DMURS promotes and encourages four Key Design Principles which are:

**Connected Networks:** To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.

**Multi-functional Streets:** The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.

**Pedestrian Focus:** The quality of the street is measured by the quality of the pedestrian environment.

**Multidisciplinary Approach:** Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

## Description of for Redevelopment of Lord Mayor, Main Street, Swords, Co. Dublin.

It is proposed to develop the site of the former Lord Mayor's Public House in Swords Village into an apartment development. The majority of the site is greenfield however part of it is occupied by a surface carpark.

It is proposed to demolish the existing building on the site, construct a basement that extends under a podium slab in a courtyard which will be landscaped, divert the path of the existing stream away from close proximity to Church Road where possible, culvert part of the stream where it would be too deep to incorporate into landscaping and construct four separate blocks of varying height between four and seven stories.

Access to the basement carpark will be via a ramp over the stream from Church Road and into the basement.

Foul Drainage will be collected for three of the blocks into a pumping station which will pump up to high level where it will discharge into a manhole within the site adjacent the Dublin Road before discharging by gravity into an Irish Water foul sewer. A fourth block will drain by gravity to this sewer.

Surface Water drainage will be drained through sedum roofs and onto the podium slab where it will be collected in a Permavoid 150mm SuDS attenuation system and diverted to swales on the north side of the building facing the Ward River. Rainwater will percolate to below in these swales and will ultimately end up in the Ward River.

## **DMURS Compliance**

The internal layout for paths and walkways at the proposed Redevelopment of the Lord Mayor was designed in compliance with DMURS principles and requirements.

Key design elements ensuring this compliance are the following:-

### **Connected networks**

There are no internal streets or access for vehicles within the development at ground floor level which will be exclusively for pedestrians. There is however access for vehicles from Church Road to a basement carpark. As a result, all internal networks at ground floor level have been developed as footpaths, walkways and hard and soft landscaped areas.

This internal network of walkways is connected to the external network of footpaths at the perimeter of the site on the east and south while on the northern end of the site, a new footpath will connect directly into an existing footpath which extends up through the Ward River Valley Park. This new footpath will provide a connection through the site from the Park to Church Road which has not officially existed before now.

Further access is available from the north-western corner of the development to connect to Bell's Lane which is the current pedestrian access to the park from Forest Road.

To the east of the development, a new footpath external to the development on the western side of Church Road is proposed to be constructed as part of improvement of access to Swords Village along Church Road.

Within the courtyard, it is proposed to have a dedicated bike parking for visitors in four locations using Sheffield stands for 40 spaces.

The internal network of paths and walkways within the development allow access through the internal courtyard and to all buildings. In addition, this will encourage visitors to pass through the courtyard from Swords Village and exit via the Park on the north side therefore providing a new pedestrian link through the site that currently does not exist.

Extensive landscaping comprising of hard and soft landscaping will also encourage students and visitors to the development to walk and sit throughout the courtyard.

### **Multi-functional Street**

While there are no dedicated vehicular streets at ground level within the development, the internal spaces are all shared surfaces of hard and soft landscaping which encourage multiple uses and functions. The landscaping has been developed to encourage and facilitate pedestrian routes and seating throughout the external spaces.

At basement level within the carpark there will be designated walkways to direct pedestrians to safe access and egress points to leave the basement.

### **Pedestrian focus**

As there is no access internally at ground floor level within the development to vehicles, the development is entirely pedestrian focused. Footpaths and walkways have been provided on the desire lines between the access locations to buildings and the access and egress locations for residents to leave the buildings onto the surrounding footpath and road network. In addition, all footpaths and walkways have been designed to be Part M compliant in terms of gradient with ramps designed as part of the landscaping to allow access to all parts of the courtyard.

### **Multidisciplinary approach**

The design of the locations for access and egress onto the surrounding footpath and road network along with the internal footpath and walkway network was as the result of a multidisciplinary approach to the design.

The design of the layouts involved the Architect, Structural Engineer, Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer.

In particular, the interaction between the Landscape Architect and the Civil Engineer was of particular importance to design a SuDS drainage system for distribution of rainwater to ground around the site which would be discrete and would not interfere with the hard landscaping proposed for pedestrian use and the drainage systems below ground.

In addition to this interaction, the Architect and Mechanical & Electrical Engineer provided designs to incorporate lighting and building access to the scheme that was integrated into the strategy of the landscaping, bike parking and desire lines for access and egress.

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